

## SHOW FILE

10/783968

File 6:NTIS 1964-2006/Mar W1  
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File 8:Ei Compendex(R) 1970-2006/Mar W2  
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File 25:Weldasearch 19662006/Feb  
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File 94:JICST-EPlus 1985-2006/Dec W4  
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File 95:TEME-Technology & Management 1989-2006/Mar W2  
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File 266:FEDRIP 2005/Dec  
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Set	Items	Description
S1	0	(STOP? (2W) VEHICLE) AND (SPEED? (3W) (DECREAS? OR REDUC?- )) AND (MONITOR? (2N) SPEED?)
S2	0	(STOP? (4W) VEHICLE) AND (SPEED? (3W) (DECREAS? OR REDUC?- )) AND (MONITOR? (4N) SPEED?)
S3	1	(STOP? (S) VEHICLE) AND (SPEED? (3W) (DECREAS? OR REDUC?)) AND (MONITOR? (4N) SPEED?)
S4	0	"LO-JACK" OR "LO JACK"
S5	508	SHUTDOWN? AND SPEED?
S6	5	S5 AND (REDUC? (3N) POWER?)
S7	5	RD (unique items)
S8	0	((DECREAS? OR REDUC?) (2W) SPEED?) AND (STOP? (3N) VEHICLE) AND SHUTDOWN?

10/700539

## SHOW FILES

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File 266:FEDRIP 2005/Dec  
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Set	Items	Description
S1	0	(CONTROL? (2W) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S2	0	(CONTROL? (S) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S3	0	(CONTROL? (S) SPEED?) AND (TRACK? (5N) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S4	1	(TRACK? (5N) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S5	0	("E-LINE" (2N) TRACK?) AND SPEED?
S6	1	"E-LINE"
S7	2	DOWNSHIFT? AND TRACK? AND BRAK? AND TORQUE?

4/3,KWIC/1 (Item 1 from file: 95)  
DIALOG(R)File 95:TEME-Technology & Management  
(c) 2006 FIZ TECHNIK. All rts. reserv.

01719796 20030203248

**Starter alternator in zero inertia configuration: expanding the  
functionality of the zero inertia drivetrain**  
( 'Starter Alternator'-Aggregate in traegheitslosen Konfigurationen)  
Verbakel, MJL; Rodel, M; Druten, RMvan  
CVT Congress, VDI-Ges. Entwicklung Konstruktion Vertrieb, Muenchen, D, Oct.  
7-9, 2002VDI-Berichte, v1709, n2, pp403-419, 2002  
Document type: Conference paper Language: English  
Record type: Abstract  
ISBN: 3-18-091709-1  
ISSN: 0083-5560

ABSTRACT:

...mechanical torque-assist by accelerating in the opposite direction of  
the engine during a fast downshift . Compared to the crankshaft mounted  
SA, this alternative drivetrain will greatly improve the acceleration  
response...

...a vehicle through regenerative braking (5 %) and a stop-go strategy (4  
%). Lowering the engine speed or E-line tracking can further decrease  
fuel consumption by 8 %. This strategy will only be accepted by the...  
...mechanical power-assist by accelerating in the opposite direction of the  
engine during a fast downshift of the transmission. This configuration is  
therefore able to maintain a low engine speed and...

4/9/1 (Item 1 from file: 95)

DIALOG(R)File 95:TEME-Technology & Management  
(c) 2006 FIZ TECHNIK. All rts. reserv.

01719796 20030203248

**Starter alternator in zero inertia configuration: expanding the  
functionality of the zero inertia drivetrain**

('Starter Alternator'-Aggregate in traegheitslosen Konfigurationen)

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CVT Congress, VDI-Ges. Entwicklung Konstruktion Vertrieb, Muenchen, D, Oct.

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Document type: Conference paper Language: English

Record type: Abstract

ISBN: 3-18-091709-1

ISSN: 0083-5560

**ABSTRACT:**

The fuel economy of a vehicle equipped with an internal combustion engine can be improved by operating the engine at low rotational speeds where its optimum efficiency is found, also known as E-line tracking. However, if the engine is not oversized, this will significantly reduce the acceleration potential. An assist is then needed to guarantee an immediate response. This paper presents an alternative drivetrain concept in which the SA is connected to the primary and secondary side of a continuously variable transmission (CVT) through a planetary gear set. In this so-called Zero Inertia configuration (ZI), the inertia of the SA (Starter Alternator) will act as a mechanical torque-assist by accelerating in the opposite direction of the engine during a fast downshift. Compared to the crankshaft mounted SA, this alternative drivetrain will greatly improve the acceleration response without compromising the fuel economy of a CVT in eco-mode. The addition of an SA to a drivetrain can significantly reduce the fuel consumption of a vehicle through regenerative braking (5 %) and a stop-go strategy (4 %). Lowering the engine speed or E-line tracking can further decrease fuel consumption by 8 %. This strategy will only be accepted by the driver if the driveability is not compromised. The SA-CVT configuration can not meet this requirement because the SA does not have enough power to enable an immediate response at higher vehicle speeds. The functionality of the SA is greatly improved by mounting the SA in a Zero Inertia configuration. The inertia of the SA will act not only as an electric torque -assist but also as a mechanical power-assist by accelerating in the opposite direction of the engine during a fast downshift of the transmission. This configuration is therefore able to maintain a low engine speed and still have an immediate acceleration response available at high vehicle speeds. Compared to the standard CVT in sport-mode, an improvement in fuel economy of up to 15 % is possible. Currently under investigation for further enhancement of the SA-ZI transmission are: -Reducing the torque transmitted through the CVT bell during launching and acceleration by applying an electric torque of the SA. This increases the torque capacity of the CVT. Optimising the ratios of the planetary gear set to increase the effectiveness of the power-assist and fuel economy; -Replacing the CVT with an Automated Manual Transmission (AMT), while eliminating the torque interruption using the inertia, i.e. applying the energy stored in the rotating inertia of the SA. This will enable a significant cast and weight reduction with respect to a standard AT or CVT; -Downsizing of the engine to further reduce fuel consumption, weight and packaging space.

DESCRIPTORS: DRIVES--MECHANISM; FUEL CONSUMPTION; COMBUSTION ENGINE;  
ANGULAR SPEED; AC GENERATORS; TORQUE; ACCELERATION; REGENERATIVE BRAKING  
IDENTIFIERS: TRIEBSTRANG; SA--(STARTER ALTERNATOR); BETRIEBSKENNLINE;  
LEISTUNGSRESERVE; FAHRLEISTUNG; CVT GETRIEBE; CVT-Getriebe; Triebstrang;

Starter Alternator; Nutzbremmung

7/3,KWIC/1 (Item 1 from file: 81)

DIALOG(R)File 81:MIRA - Motor Industry Research  
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169857

**Cadillac to unveil all-new 2003 Cadillac CTS at Pebble Beach Concours  
d'Elegance**

General Motors - Press Release  
July 30, 2001

Document Type: PRESS RELEASE Language: ENGLISH  
Record Type: ABSTRACT  
Supplier Record Type: Press Release

...feature line as the dominant theme, and accentuate the stance of the vehicle. The rear track of CTS is a fixed design point, as is the fender flare. The vehicle sides...

...its predecessor. The engine makes 220 hp at 6000 rpm and 218 lb-ft of torque at 3400 rpm. The engine has been fully revised to improve driveability, power, torque and emissions. While most V6 engines use a 60-degree inclination, the CTS team chose...modes, shift patterns that adapt to driving conditions and driver style, traction control capability, engine torque management during shifts, and powertrain protection capabilities. Another electronic feature is also a first for GM: engine braking in all five gears, giving the automatic the same sporty feel as a downshifting manual. The 5L40-E also has the unique ability, in Sport mode, to identify high...

7/3,KWIC/2 (Item 1 from file: 95)

DIALOG(R)File 95:TEME-Technology & Management  
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01719796 20030203248

**Starter alternator in zero inertia configuration: expanding the  
functionality of the zero inertia drivetrain**

('Starter Alternator'-Aggregate in traegheitslosen Konfigurationen)  
Verbakel, MJL; Rodel, M; Druten, RMvan  
CVT Congress, VDI-Ges. Entwicklung Konstruktion Vertrieb, Muenchen, D, Oct.  
7-9, 2002VDI-Berichte, v1709, n2, pp403-419, 2002  
Document type: Conference paper Language: English  
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...Inertia configuration (ZI), the inertia of the SA (Starter Alternator) will act as a mechanical torque -assist by accelerating in the opposite direction of the engine during a fast downshift. Compared to the crankshaft mounted SA, this alternative drivetrain will greatly improve the acceleration response...

...SA to a drivetrain can significantly reduce the fuel consumption of a vehicle through regenerative braking (5 %) and a stop-go strategy (4 %). Lowering the engine speed or E-line tracking can further decrease fuel



consumption by 8 %. This strategy will only be accepted by the...

...Zero Inertia configuration. The inertia of the SA will act not only as an electric torque -assist but also as a mechanical power-assist by accelerating in the opposite direction of the engine during a fast downshift of the transmission. This configuration is therefore able to maintain a low engine speed and...

...possible. Currently under investigation for further enhancement of the SA-ZI transmission are: -Reducing the torque transmitted through the CVT bell during launching and acceleration by applying an electric torque of the SA. This increases the torque capacity of the CVT. Optimising the ratios of the planetary gear set to increase the...

...and fuel economy; -Replacing the CVT with an Automated Manual Transmission (AMT), while eliminating the torque interruption using the inertia, i.e. applying the energy stored in the rotating inertia of...

...DESCRIPTORS: MECHANISM; FUEL CONSUMPTION; COMBUSTION ENGINE; ANGULAR SPEED; AC GENERATORS; TORQUE ; ACCELERATION; REGENERATIVE BRAKING  
?

Set	Items	Description
S1	0	(CONTROL? (2W) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S2	0	(CONTROL? (S) SPEED?) AND (TRACK? (3W) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S3	0	(CONTROL? (S) SPEED?) AND (TRACK? (5N) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S4	1	(TRACK? (5N) SPEED?) AND (DOWNSHIFT? OR "DOWN-SHIFT")
S5	0	("E-LINE" (2N) TRACK?) AND SPEED?
S6	1	"E-LINE"
S7	2	DOWNSHIFT? AND TRACK? AND BRAK? AND TORQUE?
S8	4999	TRACK? (3N) SPEED?
S9	1	S8 AND DOWNSHIFT?
S10	30	S8 AND ((REDUC? OR DECREAS?) (2W) SPEED?)
S11	1	S10 AND PD<=021106
S12	3	S10 AND (BRAK? (S) SPEED?)

12/3,KWIC/1 (Item 1 from file: 8)  
DIALOG(R)File 8:Ei Compendex(R)  
(c) 2006 Elsevier Eng. Info. Inc. All rts. reserv.

06367351 E.I. No: EIP03187451039

**Title: Vehicle longitudinal brake control using variable parameter sliding control**  
Author: Liang, Hong; Chong, Kil To; No, Tae Soo; Yi, Soo-Yeong  
Corporate Source: Regional Research Center Chonbuk National University, Duckjin-Gu, Chonju 561-756, South Korea  
Source: Control Engineering Practice v 11 n 4 April 2003. p 403-411  
Publication Year: 2003  
CODEN: COPEL ISSN: 0967-0661  
Language: English

...Abstract: control parameter was introduced to reduce the large change of pressure feedback in the hydraulic brake control process of automated highway vehicles. An average decay function was used to smooth both...

...vacuum booster to remedy the oscillations generated by using the pushrod force as the end-brake control. Simulation results indicate that the variable parameter sliding control significantly reduces the speed and space tracking errors in the large brake processes, and the errors experienced during these processes are dominated by the large brake pressure lag rather than the switching delay time between throttle and brake. copy 2002 Elsevier Science Ltd. All rights reserved. 14 Refs.

12/3,KWIC/2 (Item 1 from file: 63)  
DIALOG(R)File 63:Transport Res(TRIS)  
(c) fmt only 2006 Dialog. All rts. reserv.

00131920 DA

**TITLE: TRAIN PERFORMANCE CALCULATOR (TPC)**  
CORPORATE SOURCE: Canadian National Railways, 935 la Gauchetiere, West, Montreal, Quebec H3C 3N4, Canada  
SUPPLEMENTAL NOTES: Direct requests to Manager, Operational Research, Canadian National. Publications: Charles Sankey: "Train Performance Calculator for the IBM 7070, CNR report, Sept. 1963.  
PUBLICATION DATE: 19690600 PUBLICATION YEAR: 1969  
LANGUAGE: English SUBFILE: RRIS (R 7602)  
AVAILABILITY: Canadian National Railways; 935 la Gauchetiere, West ; Montreal, Quebec H3C 3N4; Canada  
DATA SOURCE: Canadian National Railways

ABSTRACT: Punch cards are prepared containing track characteristics (elevations, curves, speed restrictions and stops) and train specifications (length, weight, tractive effort, resistances, etc.) These cards form...

...a step by step solution of the equations governing the train's progress along the track, showing distance, time, speed, fuel consumption, etc. The train is assumed to be driven at full power unless either travelling at the speed limit or braking to reduce speed. In other words, the TPC gives the minimum running time. Up to 30 trains may...

...consumption curves are specified as input, and different sets of coefficients can apply to different speed ranges.

12/3,KWIC/3 (Item 1 from file: 95)  
DIALOG(R)File 95:TEME-Technology & Management  
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01742475 20030405162

**Vehicle longitudinal brake control using variable parameter sliding control**  
(Regelung einer Fahrzeugbremse mittels Gleitmodusregelung mit  
veraenderlichen Parametern)

Liang, H; Chong, KT; No, TS; Yi, S-Y

Chonbuk Nat. Univ., Chonju, ROK

Control Engineering Practice, v11, n4, pp403-411, 2003

Document type: journal article Language: English

Record type: Abstract

ISSN: 0967-0661

**ABSTRACT:**

...control parameter was introduced to reduce the large change of pressure feedback in the hydraulic brake control process of automated highway vehicles. An average decay function was used to smooth both...

...vacuum booster to remedy the oscillations generated by using the pushrod force as the end- brake control. Simulation results indicate that the variable parameter sliding control significantly reduces the speed and space tracking errors in the large brake processes, and the errors experienced during these processes are dominated by the large brake pressure lag rather than the switching delay time between throttle and brake .

?

## Refine Search

Your wildcard search against 10000 terms has yielded the results below.

***Your result set for the last L# is incomplete.***

The probable cause is use of unlimited truncation. Revise your search strategy to use limited truncation.

### Search Results -

Terms	Documents
L10 and shift\$	13

Database:

US Pre-Grant Publication Full-Text Database  
US Patents Full-Text Database  
US OCR Full-Text Database  
EPO Abstracts Database  
JPO Abstracts Database  
Derwent World Patents Index  
IBM Technical Disclosure Bulletins

Search:

L11

Refine Search

Recall Text

Clear

Interrupt

### Search History

DATE: Friday, January 20, 2006   [Printable Copy](#)   [Create Case](#)

<u>Set Name</u> side by side	<u>Query</u>	<u>Hit Count</u>	<u>Set Name</u> result set
DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES; OP=OR			
<u>L11</u>	L10 and shift\$	13	<u>L11</u>
<u>L10</u>	L9 and down\$	23	<u>L10</u>
<u>L9</u>	l6 or L7	41	<u>L9</u>
<u>L8</u>	l6 and L7	34	<u>L8</u>
<u>L7</u>	L5 and @ad<=20021106	41	<u>L7</u>
<u>L6</u>	L5 and @pd<=20021106	34	<u>L6</u>
<u>L5</u>	L1 AND (track\$ with speed)	63	<u>L5</u>
<u>L4</u>	L3 AND (track\$ with speed)	0	<u>L4</u>
<u>L3</u>	L1 AND L2	4	<u>L3</u>
<u>L2</u>	477/110.CCLS.	421	<u>L2</u>

L1 701/93.CCLS.

768 L1

END OF SEARCH HISTORY

## Hit List

**First Hit**

Your wildcard search against 10000 terms has yielded the results below.

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[Clear](#)[Generate Collection](#)[Print](#)[Fwd Refs](#)[Bkwd Refs](#)[Generate OACS](#)

**Search Results - Record(s) 1 through 10 of 13 returned.**

☐ 1. Document ID: US 20030033073 A1

**Using default format because multiple data bases are involved.**

L11: Entry 1 of 13

File: PGPB

Feb 13, 2003

PGPUB-DOCUMENT-NUMBER: 20030033073

PGPUB-FILING-TYPE: new

DOCUMENT-IDENTIFIER: US 20030033073 A1

TITLE: Vehicle brake control system

PUBLICATION-DATE: February 13, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY
Kichima, Yutaka	Wako-shi		JP
Bessho, Makoto	Wako-shi		JP
Takei, Katsuyuki	Wako-shi		JP

US-CL-CURRENT: 701/96; 701/93

Full	Title	Citation	Front	Review	Classification	Date	Reference	Sequences	Attachments	Claims	KIMC	Draw. De
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☐ 2. Document ID: US 20020177935 A1

L11: Entry 2 of 13

File: PGPB

Nov 28, 2002

PGPUB-DOCUMENT-NUMBER: 20020177935

PGPUB-FILING-TYPE: new

DOCUMENT-IDENTIFIER: US 20020177935 A1

TITLE: Tracking and driving speed regulating device for motor vehicles

PUBLICATION-DATE: November 28, 2002

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY
Winner, Hermann	Bietigheim		DE

Koenig, Winfried

Pfinztal

DE

US-CL-CURRENT: 701/93; 180/170

Full	Title	Citation	Front	Review	Classification	Date	Reference	Sequences	Attachments	Claims	KWIC	Draw De
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☐ 3. Document ID: US 6681170 B2

L11: Entry 3 of 13

File: USPT

Jan 20, 2004

US-PAT-NO: 6681170

DOCUMENT-IDENTIFIER: US 6681170 B2

TITLE: Tracking and driving speed regulating device for motor vehicles

Full	Title	Citation	Front	Review	Classification	Date	Reference	Sequences	Attachments	Claims	KWIC	Draw De
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☐ 4. Document ID: US 6473000 B1

L11: Entry 4 of 13

File: USPT

Oct 29, 2002

US-PAT-NO: 6473000

DOCUMENT-IDENTIFIER: US 6473000 B1

TITLE: Method and apparatus for measuring and recording vehicle speed and for storing related data

Full	Title	Citation	Front	Review	Classification	Date	Reference	Sequences	Attachments	Claims	KWIC	Draw De
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☐ 5. Document ID: US 6374173 B1

L11: Entry 5 of 13

File: USPT

Apr 16, 2002

US-PAT-NO: 6374173

DOCUMENT-IDENTIFIER: US 6374173 B1

TITLE: Terrain adaptive cruise control

Full	Title	Citation	Front	Review	Classification	Date	Reference	Sequences	Attachments	Claims	KWIC	Draw De
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☐ 6. Document ID: US 6067496 A

L11: Entry 6 of 13

File: USPT

May 23, 2000

US-PAT-NO: 6067496

DOCUMENT-IDENTIFIER: US 6067496 A

TITLE: Automatic driver system, and a method of generating a speed reference in such a system



Full	Title	Citation	Front	Review	Classification	Date	Reference			Claims	KMMC	Drawn De
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☐ 7. Document ID: US 6052644 A

L11: Entry 7 of 13

File: USPT

Apr 18, 2000

US-PAT-NO: 6052644

DOCUMENT-IDENTIFIER: US 6052644 A

TITLE: Apparatus and method for limiting vehicle speed of a working vehicle

Full	Title	Citation	Front	Review	Classification	Date	Reference			Claims	KMMC	Drawn De
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☐ 8. Document ID: US 5835878 A

L11: Entry 8 of 13

File: USPT

Nov 10, 1998

US-PAT-NO: 5835878

DOCUMENT-IDENTIFIER: US 5835878 A

TITLE: Vehicle speed control system

Full	Title	Citation	Front	Review	Classification	Date	Reference			Claims	KMMC	Drawn De
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☐ 9. Document ID: US 5758306 A

L11: Entry 9 of 13

File: USPT

May 26, 1998

US-PAT-NO: 5758306

DOCUMENT-IDENTIFIER: US 5758306 A

TITLE: Vehicle cruise control system

Full	Title	Citation	Front	Review	Classification	Date	Reference			Claims	KMMC	Drawn De
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☐ 10. Document ID: US 5243523 A

L11: Entry 10 of 13

File: USPT

Sep 7, 1993

US-PAT-NO: 5243523

DOCUMENT-IDENTIFIER: US 5243523 A

TITLE: Method and device for computing a stabilized vehicle speed value from a pulse signal

Full	Title	Citation	Front	Review	Classification	Date	Reference			Claims	KMMC	Drawn De
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Clear	Generate Collection	Print	Fwd Refs	Bkwd Refs	Generate OACS
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Terms	Documents
L10 and shift\$	13

**Display Format:**

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[Go to Doc#](#)

## Hit List

**First Hit**

Your wildcard search against 10000 terms has yielded the results below.

***Your result set for the last L# is incomplete.***

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[Clear](#)[Generate Collection](#)[Print](#)[Fwd Refs](#)[Bkwd Refs](#)[Generate OACS](#)

**Search Results - Record(s) 11 through 13 of 13 returned.**

☐ 11. Document ID: US 4870583 A

**Using default format because multiple data bases are involved.**

L11: Entry 11 of 13

File: USPT

Sep 26, 1989

US-PAT-NO: 4870583

DOCUMENT-IDENTIFIER: US 4870583 A

TITLE: Constant speed cruise control system of the duty ratio control type

DATE-ISSUED: September 26, 1989

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Takahashi; Minoru	Kobe			JP
Masuda; Jiro	Kobe			JP
Miyazaki; Akira	Kobe			JP
Hitotsuya; Masaki	Kobe			JP
Yamasaki; Hirofumi	Kobe			JP
Takahashi; Junji	Kobe			JP
Teratani; Tatsuo	Toyota			JP
Tachibana; Takeshi	Toyota			JP
Nagasaka; Masumi	Toyota			JP

US-CL-CURRENT: 701/93; 180/178, 700/42, 701/110

Full	Title	Citation	Front	Review	Classification	Date	Reference			Claims	KMC	Draw. De
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☐ 12. Document ID: US 4860210 A

L11: Entry 12 of 13

File: USPT

Aug 22, 1989

US-PAT-NO: 4860210

DOCUMENT-IDENTIFIER: US 4860210 A

TITLE: Method of determining and using a filtered speed error in an integrated acceleration based electronic speed control system for vehicles

Full	Title	Citation	Front	Review	Classification	Date	Reference	Sequences	Attachments	Claims	KWIC	Drawn De
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☐ 13. Document ID: US 3869019 A

L11: Entry 13 of 13

File: USPT

Mar 4, 1975

US-PAT-NO: 3869019

DOCUMENT-IDENTIFIER: US 3869019 A

TITLE: DIGITAL SPEED CONTROL SYSTEM UTILIZING A COUNTDOWN REGISTER

Full	Title	Citation	Front	Review	Classification	Date	Reference	Sequences	Attachments	Claims	KWIC	Drawn De
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Clear	Generate Collection	Print	Fwd Refs	Bkwd Refs	Generate OACS
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Terms	Documents
L10 and shift\$	13

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